

DASMC 1807

This History is classified SECKET since it reveals EWO combat capability information

of the 509th Bomberdment Wing.

K-WG-509-HI

HISTORY

509th Rombardment (ing (图)

November 1960

(bholassified)

50649

Pease Air Force Base, Hew Hammahire

PPROVED BY COLONEL, USAF COLLIANDER

> Prepared Ey; A2c James H. Hatt

Historiann rv

I CRUCE 11652 INVESTIGATED AT TWO YEAR INTERVALS PECLARATION ON DECEMBER

31, 817TH AIR DIVISION

EIGHTH AIR FORCE, STRATEGIC AIR COMMAND

UNITED STATES AIR FORCE

CCFY / OF A COPIES. 3-0096



TOLASSIFICATION



CHAPTE: I

"CREARIZATION - RISSION - PRESIDENT

During the month of Movember 1962, the 509th Bombardment Ming (Medium), continued to support the higher headquarters directed increased alort and readiness posture. From the period 1 thru 15 hovember, routine training was at a standstill because of the tension caused by the Cuban crisis. With the authority from higher headquarters, the 509th Bold Wing partially resumed flying on 15 Movember. And with the cooling down of the Cuban situation, the latter part of the month was used for normal flying operations. (C)

The Wing was commanded by Colonel Edward 0.

Edwards and his staff of highly trained officers,

which were responsible for maintaining the Wing force
of 49 B-47E stratojet bombers with 77 combat ready

aircrews to fly them. There were 22 509th Bomb Wing

EC-97G strato-tankers, with 36 combat ready refuel
ing crews to fly them in air refueling operations. (C)

The organizational structure of the Ming re-



mained the same as previous months. This included an air refueling squadron (509/RMS), three tactical bombardment units, an administrative squadron, and three maintenance squadrons. (c)

The mission of the Wing in brief was to:

"Organize and train a force capable of immediate and sustained long range offensive bombardment and air-to-air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related operations orders.

Participate in the reserve training program to the maximum extent by training and administrating assigned reserve personnel and units.

rerform such special missions and assignments as the Commanding General, Eighth Air Force (δ AF) may direct." (L)

wing Fanning - The 509th Bomb Wing had 445 officers assigned, (450 authorized) as of 30 November 1962, with 333 being present for duty at this station. The airman situation had an authorized strength of 1,420, 1,395 being assigned, and 1,204 present for duty. The comparison of this months figures and last months figures were as follows:

Lonth	Authorized	. <u>Assig</u> ned -	Present fo	or Duty
	OFF ALN	OF ALT	OFF	ANN .
October November	450 1,420 450 1,420	452 1,383 145 1,395	-	1,212 1,20/:

^{1.} Strength Summary, 30 Hov 1962. Exhibit 4.

^{2.} Eighth Air Force Regulation 23-26, 7 Uct 1958.

^{3.} Strength Summary, 30 Nov 1962. Exhibit 4.



September 1962, it appeared that the 509th bomb Wing would fall below the crew floor in co-pilet and crew commander resources. At that time, the Wing had 82 co-pilot resources. Three of these were at FUP, and one was at Bootstrap. Two other co-pilots could not be used in combat crew duties pending resolution of irregularities uncovered during background investigation. One of these was requesting release from active duty. Another co-pilot requested release from active duty in December. The Wing sent another co-pilot to FUP on 30 October. The net result was that in all probability the Wing would be at 74 co-pilots in December and that this figure would come about, prior to December depending on the outcome of pending actions. (C)

The Wing had 80 crew commander resources, two of which were TDY at Squadron Officer's School, and another crew commander was withdrawn to replace a retiring simulator instructor. A crew commander was DNTF and would remain in this status for over a 90 day period, so it appeared at that time that the Wing would be at 78 crew commander resources. With two still at SCS, a maximum of 76 crew commanders would be available for duty. (C)

^{4.} Wing Commander's Remarks, Sep 1962.



Colonel Edwards requested that Eighth Air Force take the proper action to allocate crew commander and co-pilot resources to the Wing. (!)

In October 1962, SAC stated that four additional pilots and three navigators were programmed for the 817th Air Division, with reporting dates in November and that this would thus keep Pease up to the 1.8 ratio. In addition, Eighth Air Force Director of Personnel and the SAC Director of Personnel had been advised of the commander's remarks and that they would be taken 6 into consideration. (C)

^{6.} Ltr, 6AF DCOTC to OUEBAC, et all merly to Fing and Squadron Commander's Hemarks in the Lir Training Report for Sep 1962, Nov 1962.



CHAPTER II

"OPERATIONS AND TRAINING"

Alert Posture - During the period of 1 November thru 26 November 1962, the 509th Romb Wing maintained the increased alert posture set by SAC. The Home Alert Force consisted of the following 509th aircraft: 14 B-47's, and two KC-97's. Twelve B-47's were reflex at Zaragoza Air Base, Spain. Twelve B-47's made up the 509th Dispersal Force detached to Logan International Airport at Boston, Passachusetts. One B-47 was at IRAN (Thisa, Oklahoma) Inspection Repair Depot. And ten additional B-47 aircraft were generated here at Fease, accounting for the 49 B-47's assigned to the Wing. Besides the two KC-97's in Home Alert at this station, "additional KC's were generated here at Pease and eight KC-97's were reflex at Goose Air Base, Labrador. This accounted for the

The normal alert posture resumed on 27 November 1962. With this, the Wing maintained 14 B-47's and two KC-97's in Home Alert. Nine B-47's were on reflex at Zaragoza Air Base, Spain and six KC-97's were reflex at Goose Air Base, Labrador. (S)

^{1.} SAC V1, In accordance with SACH 55-8 Vol II, Oct - Nov 1962.

Unreliable RES Runs - Three unreliable TOLL Read radar bomb site runs were recorded during Movember.

Causes for unreliability was given as synchronous and aiming point error and a timing error. Seven unreliable WATERTOWN radar bomb site runs were also reported for the month. With unreliability being charged to computer malfunctions, a camera scored under 200 feet, tone would not turn off on one, croschair displacement and crew procedures. (C)

reflex deployment sorties were scheduled and four were accomplished. Five reflex releployment sorties were scheduled and five were accomplished. No Res/Wike runs were scheduled on reflex deployment sorties and none were accomplished. Five RBS/Wike runs were scheduled on reflex redeployment sorties and none were accomplished. Five RBS/Wike runs were scheduled on reflex redeployment sorties and none were accomplished. The reasons for nonfaccomplishment was because of two runs lost due to low fuel, one run lost because site would not give clearance for release, and two runs lost due to radar malfunctions. (C)

RBS Express EXTRA EFFORT - with the resumption of flying within the Wing, the 509th began flying the next Eighth Air Force directed radar bomb scoring express, EXTRA EFFORT. As of the end of the month,

^{2.} Wing Commander's Remarks, No. 1962. Firshit 5.

^{3.} Ibid.

the 509th Bomb Wing had attempted ten runs, with all ten being reliable for a 100 percentile score.

This mission continued into the month of December and the final results of this mission will be covered fully in next months history. (C)

ROAD GOLF" for the month of November was as follows:

Runs Attempted Runs Meliable Percent 509th 20 18 90.0

Increased Alert Posture - On 1 November 1962,

SAC announced that plans were being made to utilize

12 Pipe Cleaner aircraft based at Lockbourne Air Force

Base to augment the General Reserve Force. Two of

these aircraft were to be dispersed to Logan International

Airport under the 100th Bonb Ming. (S)

However, due to the Logan Dispersed Force of the 509th Bomb Wing saturating the facilities, the 617th Air Division recommended that these aircraft be placed on alert at Pease instead of Logan. (C)

Housing facilities at Logan had reached the 7 saturation point with the present force in place.

Plans called for 146 personnel, but by directives from SAC, there were 225 personnel in place at Logan. Fillets as such were not available and crew were living in

^{4.} S17DO Mistorical Report, Nov 1962.

^{5.} ZIPFO 11-023, 1 tov 1962.

^{6.} ZIPPO 11-007, 817AD to 8AF, 1 Nov 1962.

^{?. &}lt;u>Ibid</u>.



administrative offices of the official word. Airwen were living in the antiformy that land has comverted into a dormitory and monotory at the time. (8)

Aircraft and crows deployed to Logan owned by the 100th Bomb Hing would have to be under operational central of the 509th Bomb Hing as there was no room for another command section. It was pointed out that it was not a desirable situation and should be avoided. (1)

It was recommended that these sircraft be put on alert at Pease to Pacilitate control, improve living conditions and to assure that these aircraft which had a doubtful maintenance status, could be maintained. (S)

If it was necessary to deploy two aircraft from the 100th Borb Wing, first preference was Logan, second preference was Burlington. (S)

As early as 5 November 1762, plans were being for redefro redeployment from the dispersal base. Upon receipt of instructions from higher headquarters, the requirement would exist to receiver 12 E-17 dispersal aircraft of the 509th Bomb Wing from Logan International Airport in Boston, to its home station of Pease. (U)

Detailed instruction covering fuel down loading,

^{8.} Ibid.

^{9. 817}AD Dispersal Recovery Plan, 6 Lov 1962.



weapons, preparation. All preparation, guidary, chall, launch schedules, ground and air sefety, turnoportation requirements, security, and complete fermination of dispersal phase were outlined in the revised 817th Air Division Dispensal Recovery Flam. (1)

The mission was to safely recover all dispersed aircraft to the home station. To recover all equipment and personnel from the dispersal area. And to accomplish complete clean up of all facilities utilized by the dispersed force during the dispersal period. (U)

Then on 9 November 1962, CINCSAC directed a reduction in the SAC EMO posture which provided a modified DEFCON 2. The effective date for starting this reduction was 15 Movember 1962. This reduction was to provide one training sortie per month per crew plus non-combat ready crew training in all units. There was to be retention of the maximum force posture image to include utilization of all dispersed bases. Also resumption of all non-tactical flying, which would not interfere with the primary EwO mission support. Authorization was received from headquarters SAC to fly four B-4? and two KC-97 aircraft on an "as required" basis. purpose of this authorization was to provide "minimum essential training" for the assigned tactical aircress.

Nsg, SAC to n.k., 108937, 9 Hov 1 62. 617DO Historical Report, Hov 1962.





On 13 November 1962, the DEFCON 2 posture was further modified to include provisions for implementing a previously approved B-47 anti-icing modification=
13 program IAM TO 1B-47-1168. This program, coupled with the authorization to commence delivery of aircraft to IRAN (Tulsa, Oklahoma), reduced the capability of the base tactical units to provide a sufficient number of "non-alert" gircraft for training purposes. As a result, headquarters SAC directed that three B-47 aircraft from Lockbourne Air Force Base, Ohio, be placed on loan to the 509th Romb Wing to enhance their flying training capability. These aircraft, provided by the 376th and 301st Bomb Wings, arrived at Pease on 13 November 1962. (S)

The 817th Air Division sent a message to Eighth
Air Force giving details of the program developed
lli
for Pease Air Force Base. For the flying schedule,
the 509th Bomb Wing was to employ a cycle of seven
days alert, three and a half days off and return to
alert with the fly day scheduled within the three and
a half day off duty period. Crews were to be afforded
20 to 24 hours off prior to flying. (S)

In the light of the number of alert sorties assigned and the average crew availability, this extreme schedule

^{13. &}lt;u>Ibid.</u> 14. <u>ZIPPO 11-215</u>, 817AD to 8AF, n.d.



which included all 50-24 and 50-8 requirements that could be given and included formal special weapons and tactical doctrine, IFL and other such courses, as well as self study periods. (ij)

From the period 1 thru 25 Movember, continued emphasis was placed on training. Support and maintenance personnel were in place at Logan to insure that plans and aircraft were in a top readiness posture at all times. (i)

With the improvement of the world situation, termination of the B-47 Dispersal Force was authorized, effective 24 November 1962 at 1800Z. Tanker aircraft dispersed in support of this force would be returned to the home station. Aircraft would not be regenerated upon arrival at their home stations. Execution orders would be delegated to parent numbered Air Force Commanders. Redeployment would be accomplished at discretion of the Air Force Commanders under peace time criteria. Amplifying instructions were to follow and no other degradation of posture was authorized at that time. (S)

Then on 26 November 1962, a message directed the return of the 509th Dispersal Force to Pease and released the aircraft to be available for normal train-The dispersal recovery went as follows: ing.

⁵⁰⁹EW Flight Logs, 25 Nov 1962.



ZIPPO 11-804, 24 Nov 1962. ZIPPO 11-843, 26 Nov 1962.



Line	Aircraft Com ander	TAC C/S	Sortie Eumber	Tail	ETD	<u> </u>	<u> 22%</u>	<u>/.n.</u> .	:
34	LAUGHLIN	11	34	0554 1	330	1345	11:05	J1:09	
85	CHARPENTIER	32	35	0230 1	700	11:15	1435	고:33	
S6	STAIDERWICK	25	36	0486 1	.345	17:00	J1:50	1419	
87	GRAHAM	1:1:	37	0334 1	.500	1545	1535	153 <u>l</u> ;	
8	SCHHECKLOTI	27	40	0479 1	415	14:5	1450	11.19	
29	READY	16	41	0313 1	515	16 .0	1550	15.9	
90	BUOTS	35	38	2032 1	545	1615	1620	1318	
91	DUGARD	20	39	2313 1	530	1615	1615	1603	
92	MARK	37	42	0551 11	<u>1</u> ;30	1500	1505	1504	
93	R. JONES	41	43	0360 11	المثانا	1515	1520	1519	
94	CARSON	60	1114	0560 1	315	1330	1350	1349	
95	LANGHORNE	23	45	0484 13	300	1723	1743	1744	(3)

Upon notification of the return of the Dispersal

Force to Pease, work was began by all support and maintenance personnel to return all equipment to Pease. Units involved in this move were: 509th Organizational Maintenance Squadron, 509th Field Maintenance Squadron, 509th Armament and Electronics Maintenance Squadron, 617th Ledical Group, bilst Munitions Maintenance Squadron, 617th Combat Support Group Meadquarters Squadron, 817th Petrolum Cil and Lubrications Section, 817th Transportation Squadron, 617th Operations Squadron, 817th Combat Defense Squadron,



817th Supply Squadron, and the 817th Food Service Squadron. (U)

All personnel and equipment which hade up the Dispersal Force was returned to Fease without any real problems encountered. (U)

At 2310 hours, 27 November 1962, authorization was received from SAC to return to DEFCOM 4 alert posture. Operationally, this allowed units to resume normal flying activities and new schedules were inplemented in additionally. (S)

From 27 Kovember 1962 through the end of the month, the Wing resumed normal flying training operations. (U)

Surmary - With the Cuban crisis still being the top priority in SAC, the 509th Bomb Wing continued to support the increased alert and readiness posture. During this period, many of the 509th staff sections used this time to catch up on some of their backlogs of work. With the reduction of the DEFCOW alert posture, the Wing partially resumed flying within set standards prescribed by higher headquarters. The return of the Dispersal Force to Pease signaled the return of operations to normal. (*)

^{21. 817}DO Historical Report, Nov 1962.

Page Not Available



and continued the Tulsa Hod Program. At the same time, between 13 and 15 Hovember 1962, three B-47 aircraft were loaned to the 509th Bomb Wing to be used in its local flying program. Borrowed aircraft were as follows: (S)

Tail No.	From	Configured	TCC 1168	Arr P	Dep P
51-7046	Lockbourne	Single Sling	∷o	13 Nov	27 HOV
51-7078	Lockbourne	Lingle Sling	∷o	13 Nov	
51-7048	Lockbourne	Single Sling	Yes	13 Nov	

(51-7046 - rotated through reserve sortie line numbers, against which no mission was assigned. 51-7078 - turret controls and ECh equipment were not complete on this aircraft. 51-7048 - Lockbourne contacted concerning accomplishment of TOC 1168, planned to be accomplished by 7 December 1962.) (S)

Flying Resumed - Actual flying started on 15 November 1962 with seven B-47's being flown by the 509th Bomb Wing for all purposes. Each day from the 15th of November, the Wing flew from five to seven aircraft each day for proficiency training and other purposes.

Defense condition 2 was modified on 21 November to allow all crews, mobile recovery team members and leap frog personnel to be placed on telephone alert at home, or at work, rather than living in BOQ's and barracks. (S)

Redeployment - Word was received on 24 November



^{4.} Ibid.

3

International Airport back to Pease. During the internal of time between deployment in October and redeployment on 25 November 1962, the Annex "X" of the 617th War Support Plan had been reviewed and rewritten into a complete plan. This plan was implemented and all 12 aircraft were returned during daylight hours on 25 November 1962. Downloading at Logan consisted of removing ATO bottles, downloading fivel to 33,000 pounds (with 11 in FM, 11 in CM, and 11 in AM), and launching for the home station. Facilities of the Air Guard at Logan were policed up and returned to their original status. (S)

Normal Alert Resumes - DEFCON 4 was declared at 1810 hours, 27 November 1962, and all activities went back to normal routines. All follow-on aircraft had been downloaded, weekly 60-9's were being reprinted for resumption of full flying activity. (S)

Training Program - The period 1 thru 27 November was marked by an intensive training program and many self-help improvement programs. The training program started in October, was continued on into November and once again, the 202A Field Training Detachment provided the 509th with excellent support. The Wing trained an

^{6. 509}DCH Historical Report, Nov 1962.

